

MANSCEN

Command Sergeant Major Safety Action Council (CSMSAC)

2nd QTR FY07



CSMSAC Agenda

23 Jan 07

- **Introduction**
- **Status of “Due Outs” from last CSMSAC**
- **Class A Accident Briefings**
- **Cold Weather Injury Prevention Best Practices**
- **Statistics and Trends**
- **Overview of FLW Reg 385-4 (Running Area Revision)**
See Handout
- **90-Day Hazard Assessment**
- **90-Day Media Push**
- **Command Sergeant Major Closing Comments**

**“Due Outs” from last
CSMSAC**

REVIEW OF RECENT ACCIDENTS

FATAL ACCIDENT OVERVIEW

1SG KEZIAH, NCOA

- ◆ **16 Dec 06, 0935, POV accident, HWY 32, 2.5 miles east of Lebanon**
- ◆ **Synopsis: SM was driving POV, with wife as passenger. Vehicle crossed centerline on a short curve. Driver overcorrected, ran off road, and vehicle overturned. SM was killed and wife was injured but not seriously. Seatbelts were worn.**
- ◆ **Factors:**
 - **Excess speed on very curvy road (estimated 65 MPH on 40 MPH curve).**
 - **Improper reaction - overcorrected when vehicle crossed centerline.**
- ◆ **Possible factor: Soldier's recent deployment to Afghanistan and time in Germany**
 - **Trained to drive fast and aggressive, down the center of the road.**
 - **Faster driving speeds in Germany.**
 - **Possibly did not adjust to local road conditions.**

FATAL ACCIDENT OVERVIEW

1SG KEZIAH, NCOA

◆ Lessons learned

- MNCOA safety emphasis was excellent, especially POV safety.**
- Leaders must influence Soldiers to not speed.**
- Must help redeployed Soldiers adjust to stateside driving after time in war zones.**
- Soldiers recently returned from tense environments tend to take more chances.**
- Must make accidents personal for Soldiers, to better influence them not to drive dangerously.**
- Must make POV safety briefings impactful.**
- Emphasize local road hazards in safety briefings.**
- Emphasize dangers associated with certain types of vehicles (pick-ups, smaller cars, convertibles, etc.)**

FATAL ACCIDENT OVERVIEW

1SG KEZIAH, NCOA

◆ Recommendations

- Influence Soldiers to adhere to posted speed limits.**
- Focus on adjusting redeployed Soldiers to stateside driving.**
- Consider how best to protect recently redeployed Soldiers from dangers of “letting loose”.**
- More effectively prepare Soldiers for driving in hazardous situations.**

FATAL ACCIDENT OVERVIEW

PVT FREEMAN, 795th MP BN

◆ **23 Dec 06, 1051, POV accident, Old Georgia Highway 3, near Baconton, GA.**

◆ **Synopsis: SM was driving POV, with no passengers. Vehicle crossed centerline on a sharp curve. Driver overcorrected again, was struck by another POV. Vehicle overturned and burned. SM was killed.**

◆ **Factors:**

- Excess speed for conditions on curvy road.**
- Improper reaction - overcorrected when vehicle crossed centerline.**
- Possible inattention.**
- Disregarded order not to drive during EXODUS.**

FATAL ACCIDENT OVERVIEW

PVT FREEMAN, 795th MP BN

◆ Lessons learned

- Unit safety emphasis prior to EXODUS was excellent, including POV safety.**
- Leaders must help make safe driving a part of each Soldier's value system.**
- Must make accidents personal for Soldiers, to better influence them not to drive in an unsafe manner.**
- EXODUS driving prohibition is largely unenforceable.**
- Give Soldiers going on convalescent leave the same types of briefings as those going on EXODUS**

FATAL ACCIDENT OVERVIEW

PVT FREEMAN, 795th MP BN

◆ Recommendations

- Focus on making safe driving a part of the Soldiers' value system.**
- More effectively prepare Soldiers for driving in hazardous situations.**
- TRADOC reconsider prohibition on Soldiers driving during EXODUS.**
- TRADOC mandate that units perform one-on-one counseling's of Soldiers prior to EXODUS.**
- Conduct a winter safety stand-down day, prior to EXODUS**

FATAL ACCIDENT OVERVIEW

MR. YELTON, CIVILIAN CONTRACTOR EMPLOYEE

- ◆ **09 Jan 07, approximately 0835 hours, construction accident, between range 18 and range 19, Ft Leonard Wood, MO.**
- ◆ **Synopsis: While checking the grade of a range project between range 18 and range 19 Mr. Joe Yelton of C&H Construction was involved in an accident in which the operator of a dozer backed over him resulting in injuries that led to his death.**
- ◆ **Factors:**
 - **Rocky terrain, potential tripping hazard.**
 - **Desensitized to the sound of the back up alarm.**
 - **Possible complacency with mundane activity or job**
- ◆ **Lessons Learned**
 - **Reiterate the importance of being “on guard” for complacent behavior.**

FATAL ACCIDENT OVERVIEW

MR. YELTON, CIVILIAN CONTRACTOR EMPLOYEE

◆ Recommendations

- Ensure that leaders and supervisors are on the look out for complacency in employees.**
- Ensure co-workers are on the look out for complacent behavior.**
- Start pre-work meetings on the job site to make sure employees are situationally aware of the job site hazards and dangers for that day.**
- Ensure safety inspections are conducted by the appropriate**

SERIOUS ACCIDENT OVERVIEW

PV2 KRECEMAN-AHRENS, 3-10 BN

- ◆ **31 Dec 06, 0129, POV accident, I-90, Verona, NY.**
- ◆ **Synopsis: SM was passenger in POV driven by 2nd SM. Driver fell asleep. Vehicle left road, struck guard rail, and flipped 4 times.**
- ◆ **Factors:**
 - **Driver drowsiness.**
 - **Excess speed.**
 - **Soldier violated prohibition against driving while on EXODUS.**
- ◆ **Possible Factor: Motivation to be home for the holidays caused the driver to exceed or ignore personal physical and mental limitations.**

SERIOUS ACCIDENT OVERVIEW

PV2 KRECEMAN-AHRENS, 3-10 BN

◆ Lessons learned

- Passengers should use the “buddy-system” to help drivers remain awake and alert.**
- Passengers should be aware of the driver’s condition during trips.**

◆ Recommendations

- Stress during safety briefings that fatigue is as deadly and dangerous an enemy as a drunk driver.**
- Stress plenty of rest before departing on long trips especially at night.**

Cold Weather Injury Prevention

Best Practices

- **COMMANDERS, LEADERS, SOLDIERS**
 - **Balance Warrior Ethos/TRNG requirements w/Soldier Safety**
 - **IET & Permanent Party alike**
- **COMMANDERS:**
 - **Reverse cycle training (outside in warmer periods of the day)**
 - **Amend/Postpone/Cancel training when necessary**
 - **Be cautious regarding:**
 - Prolonged exposure**
 - Quick warming after exposure**

Cold Weather Injury Prevention Best Practices (continued)

- **LEADERS**

- **Allow “warm up” time**
- **Ensure that warming tents are available at all training sites**
- **“When in doubt, evacuate”**
- **Realize that the initial signs of a lesser cold injury may cloud assessment of a worsening condition. Do not underestimate the possibility of a worsening condition**
- **When outside the cantonment area use the LMR radio to notify Range Control for evacuation**
- **Ensure Drill Sergeants actively check Soldiers for signs of cold weather injuries**

Cold Weather Injury Prevention Best Practices (continued)

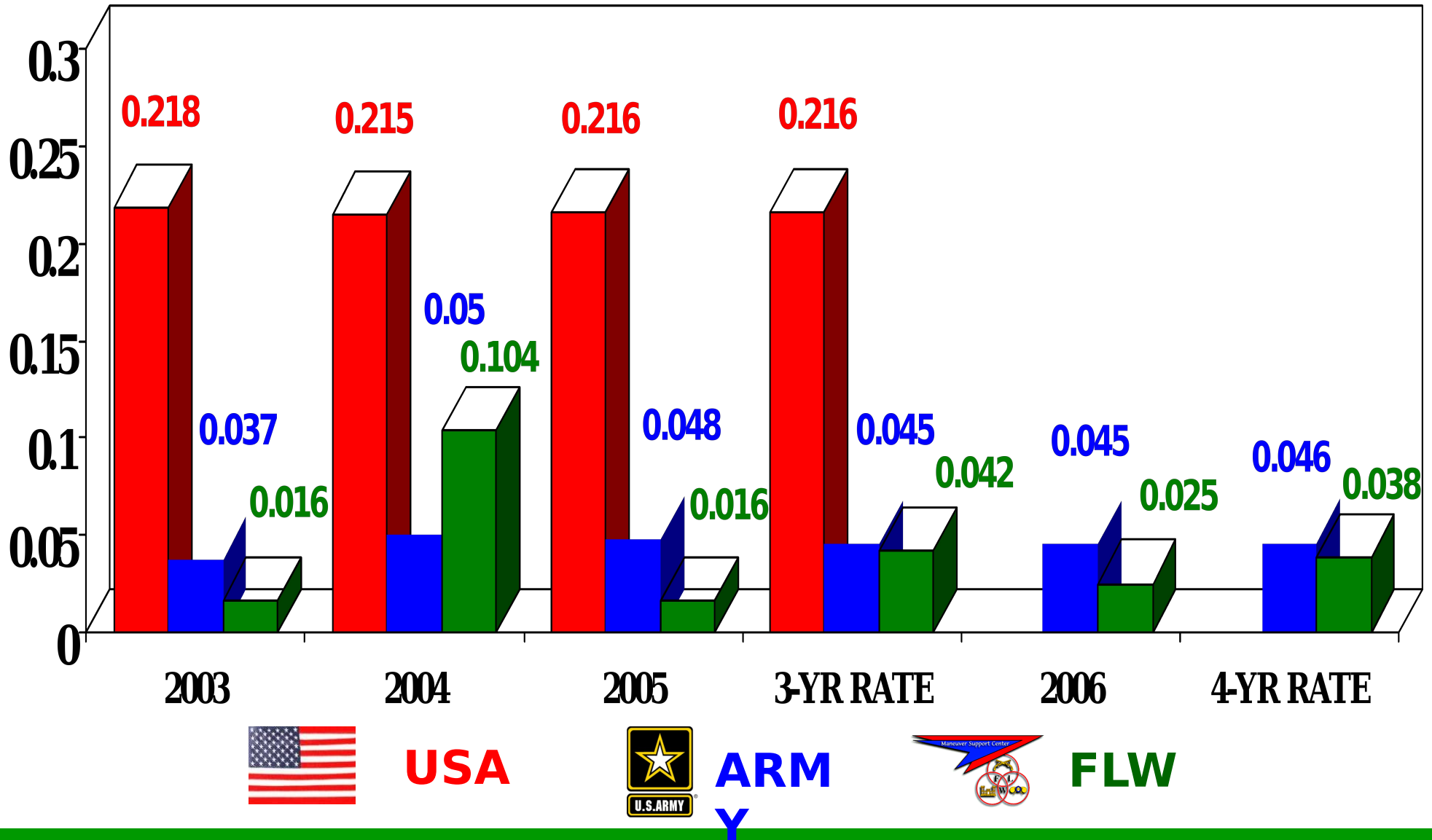
INSTILL IN SOLDIERS:

- Do not put themselves and buddies at risk by “toughing it out”**
- Realize they are more valuable to their unit when healthy**
- Report all personal injuries (including buddies)**
- Know reporting injuries is not a sign of weakness or “telling” on buddies**
- Always follow rules for cold weather injury prevention, including drinking water to prevent dehydration**

STATISTICS & TRENDS

POV FATALITY RATES USA, ARMY, FLW CY 2003 - CY 2006

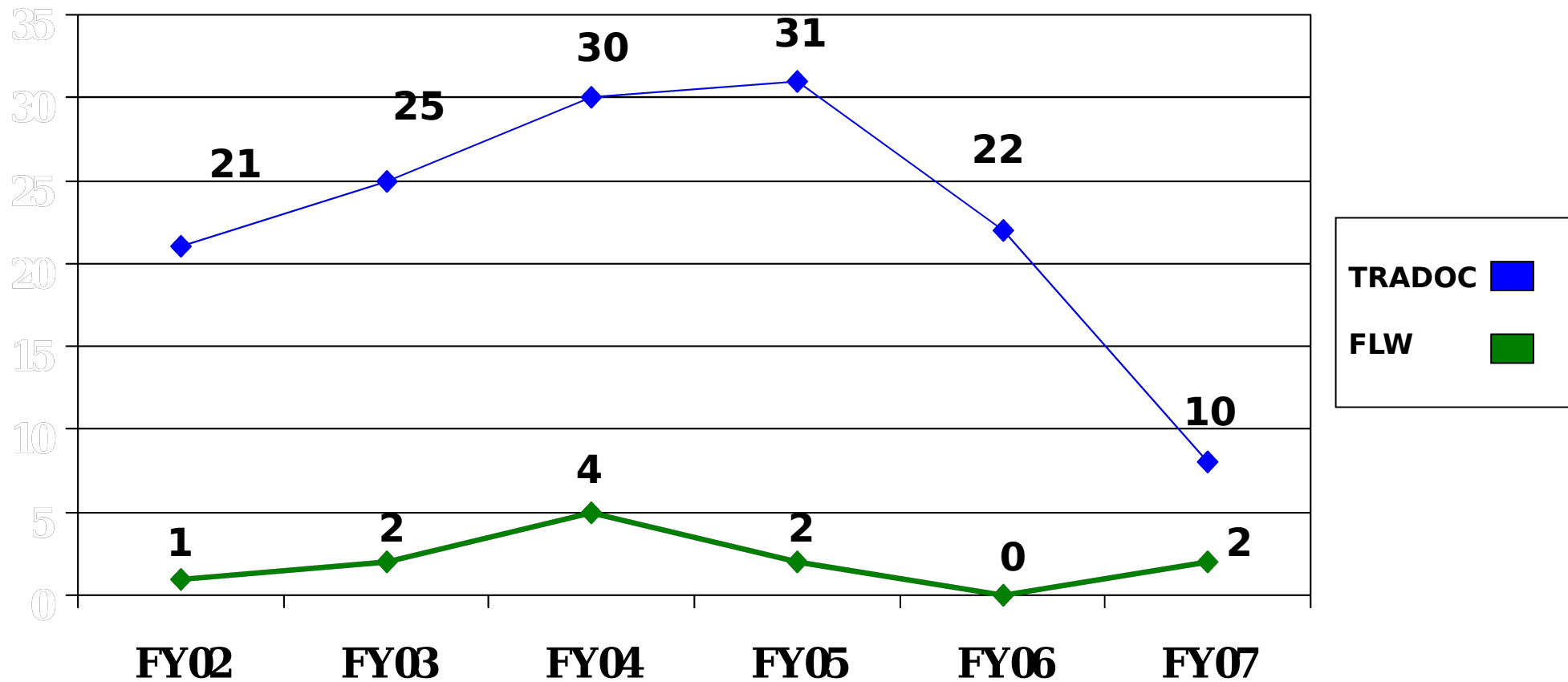
RATE (FATALITIES PER 1,000 SOLDIERS/DRIVERS)



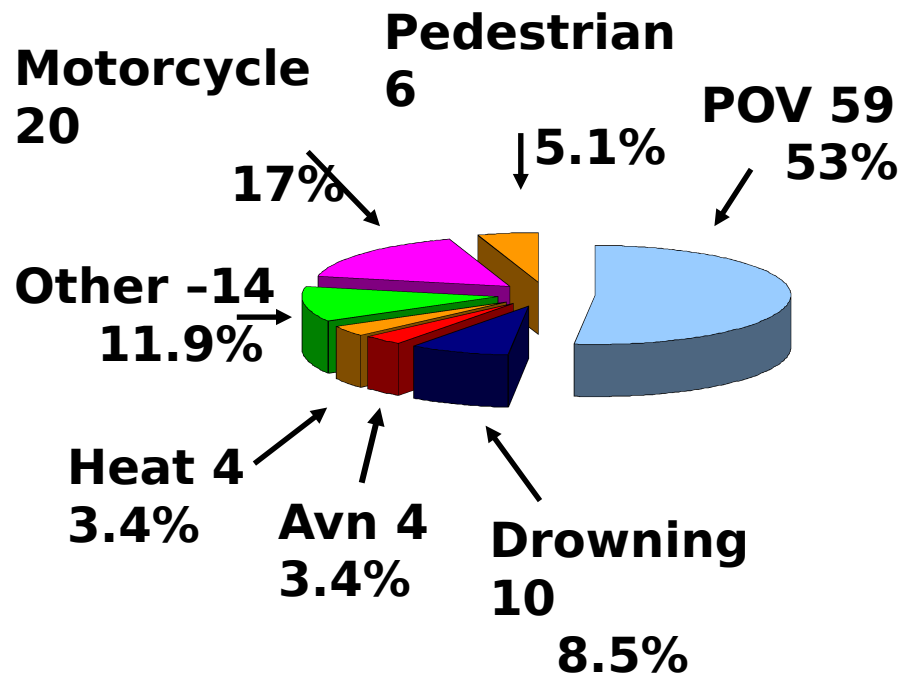
TRADOC & FLW

FY 02 to FY 07

Class A Accidents (Fatalities)

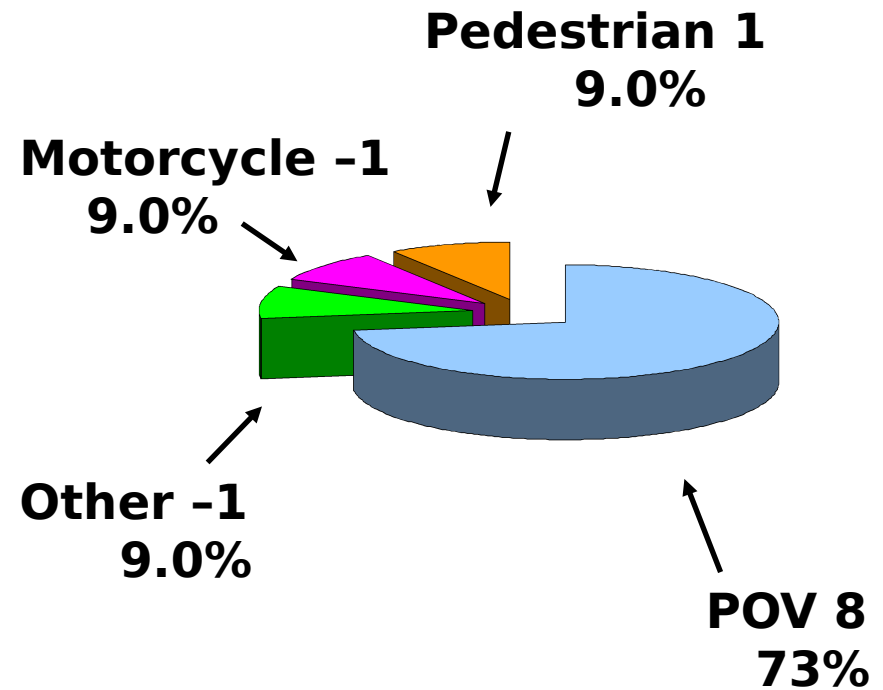


TRADOC & FLW FATALITIES FY 02 to FY 07



TRADOC

17 Fatalities between FY02-FY07

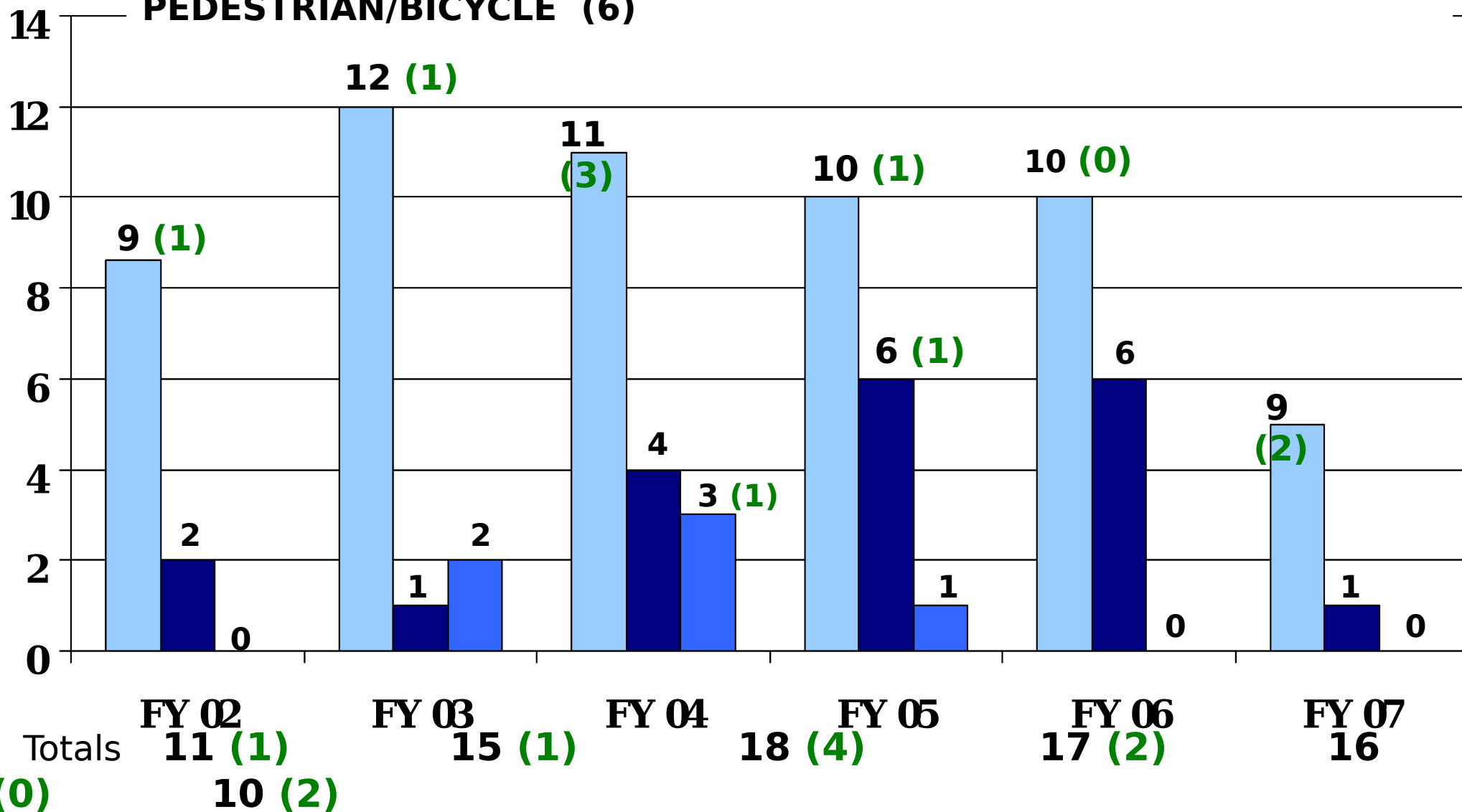


FLW

11 Fatalities between FY02-FY07

TRADOC & FLW POV Related Fatalities FY 02 to FY 07

AUTO (59)
PEDESTRIAN/BICYCLE (6)
MOTORCYCLE (20)



POV Fatal Accident Causation FY 02 to FY 07

	Speed	Alcohol	Fatigue	PPE	Other
<u>TRADOC</u>	71%	20%	42%	19%	25%
<u>FLW</u>	33%	11%	11%	22%	44%

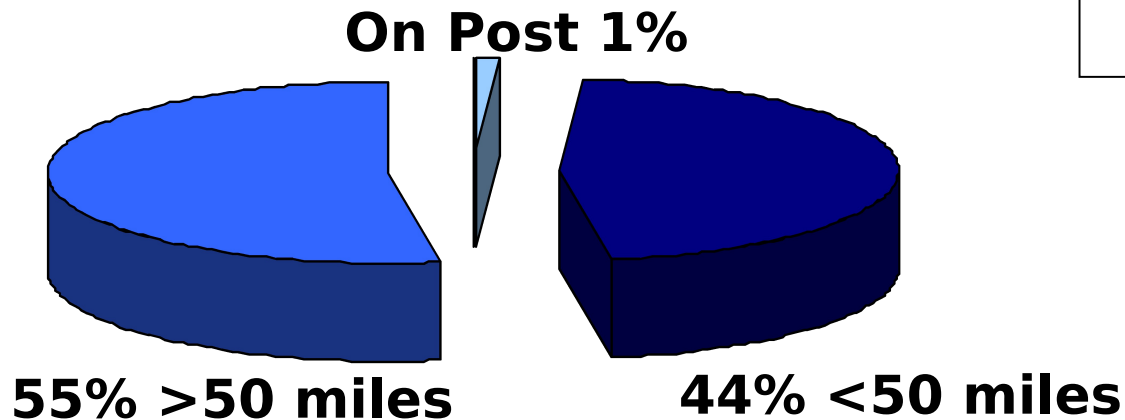
Note: Multiple causations for most accidents.

TRADOC POV Fatality Profile FY 02 to FY 07

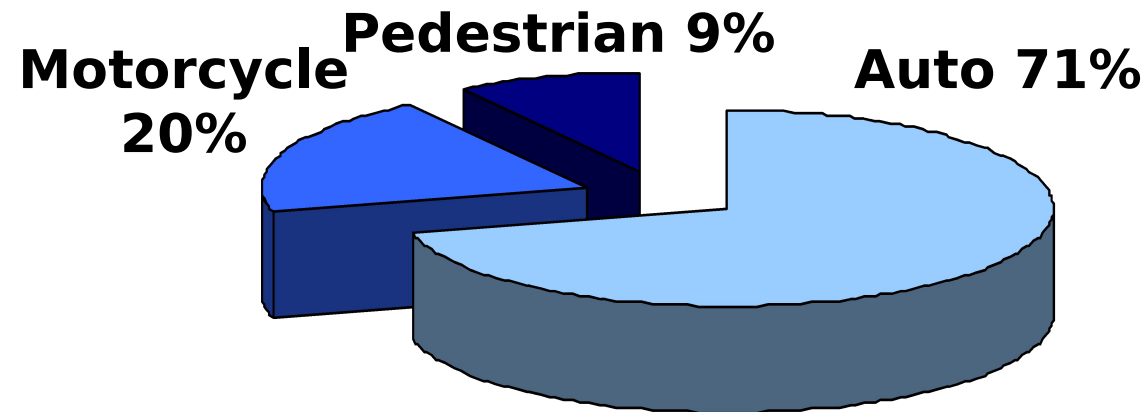
WHO (97% Male)

- **Auto:** E-1 to E-5
Male (19-26)
Average age: 25
- **M/C:** E-6 to W-5
Male (28- 45)
Average age: 35

WHERE



WHAT



WHEN

**Friday PM
to
0500 hrs
Monday**

FLW POV Fatality Profile FY 02 to FY 07

WHO (90% Male)

- Auto: E-1 to E-5

Male (20-43)

Average age: 31

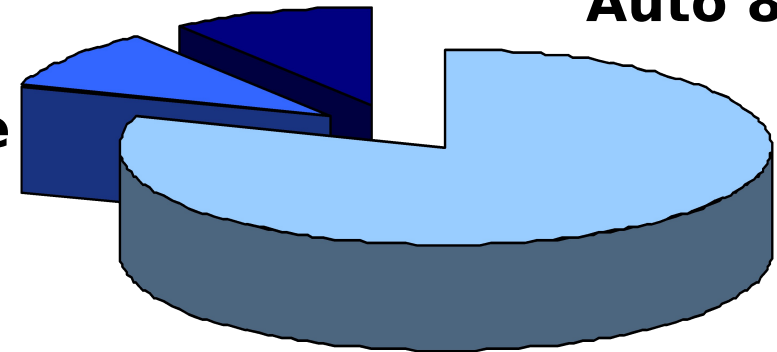
- M/C: E-3
Male 21

WHAT

Pedestrian 10%

Auto 80%

Motorcycle
10%

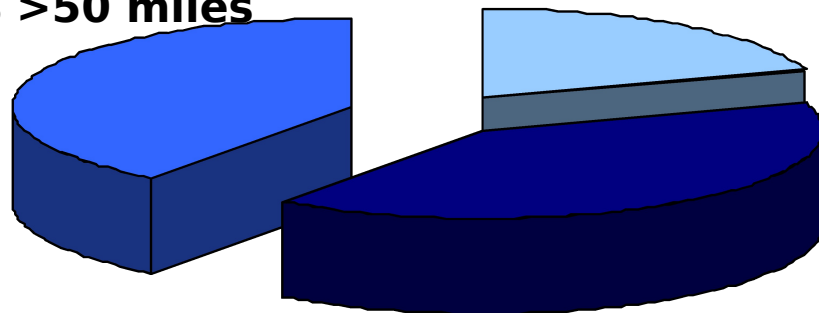


WHERE

40% >50 miles

On Post 20%

40% <50 miles



WHEN

7 of 10 occurred
Friday PM
to
0500 hrs
Monday

90 Day Hazard Assessment Jan - Mar 07

Initial Risk

<u>Areas of Concern</u>		
Standards & Discipline	POV and Motorcycle Operation★	Ex High
	Training and Exercises	High
	Cold Weather Injuries	High
	AMV Operations	High
	Deployment Operations	High
	Suicides★	High
	Recreation and R&R★	Mod
	Holiday Safety★	Mod

 Low Risk
  Moderate Risk
  High Risk
  Extremely High Risk

★ Heavy concentration on off-duty safety

POV and Motorcycle Operation

POTENTIAL RISKS

- ▣ **Aggressive Driving**
 - ✓ **Speeding**
 - ✓ **Fatigue**
 - ✓ Motorcycle Use
- ▣ Substance Abuse
 - ✓ Alcohol & Drugs While Driving
- ▣ Unsafe Vehicle Operation
 - ✓ Personal Vehicles Not Road Worthy
 - ✓ Driver Proficiency Degraded During Extended Deployment
 - ✓ Distracted Drivers (cell phones, eating)
 - ✓ Failure to use Seatbelts, Child Seats
 - ✓ Failure to Wear Motorcycle Helmets

CONTRIBUTING FACTORS

- ▣ Post Deployment Risk Acceptance Threshold too High
- ▣ Fatigue: Acute and Chronic
- ▣ Alcohol and Drugs
- ▣ Traffic Volume, Impatience
- ▣ Weather and Shortened Daylight Hours

CONTROLS

- ▣ Leader Engagement
 - ✓ Off-post/Off-Duty Safety
 - ✓ Know your Soldiers hobbies
- ▣ Sustain Aggressive Driver Safety
 - ✓ Know who rides motorcycles/ATVs
- ▣ **Aggressive Media Campaign**
- ▣ Use of Risk Reduction Program (RRP)
- ▣ **Train First-Line Leaders**
 - ✓ **Leaders/Commanders Safety Course**
 - ✓ **POV Toolbox**
- ▣ Know Before You Go
- ▣ Enforce Army Substance Abuse Program
- ▣ ASMIS 2 (TRADOC Safety Plan)
- ▣ Implement Mandatory Training and Veh. Inspections

Training & Exercises

POTENTIAL RISKS

- ▣ Military and Limited Visibility Operations
- ▣ Short Notice Rotational Schedule due to Wartime Commitments
- ▣ Unfamiliar Equipment
- ▣ Operational Conflicts During Joint Operations
- ▣ Training Rotations
 - ✓ Live Fire

CONTRIBUTING FACTORS

- ▣ OPTEMPO
- ▣ Winter Weather, Decreased Daylight Hours
- ▣ Fatigue and Stress
- ▣ Convoy and Rail Operations

CONTROLS

- ▣ Chain of Command Presence at Training
- ▣ Adequate Planning Time
- ▣ Risk Management Training Check, Decision Makers Identified
- ▣ Use Crawl / Walk / Run Approach to Training
- ▣ Conduct Task Force Mission Rehearsals and Mission / Safety Briefs Before Operations
- ▣ Familiarize on new equipment
- ▣ Establish outside safety communication
- ▣ Fire prevention & awareness
- ▣ Pre-Coordinate Operational Concerns During Joint Exercises
- ▣ Pre-accident planning
- ▣ Environment familiarization

Cold Weather Injuries

POTENTIAL RISKS

- ▢ Training
 - ✓ Cold Weather Injury
 - ✓ Dehydration
 - ✓ Soldier Acclimation
- ▢ Recreation in Cold Weather
- ▢ At Risk Behavior – Decompression/Deflation
- ▢ Activities conducted in remote areas
- ▢ Winter Recreation Activities

CONTRIBUTING FACTORS

- ▢ Cool and wet conditions
- ▢ Reduced Daylight Hours
- ▢ Activities Conducted in Remote Areas
- ▢ Fatigue
- ▢ **Very low temperatures of Jan-Mar**

CONTROLS

- ▢ 1st Line Leader Engagement
 - ✓ Off-post/off-duty safety
 - ✓ Know your Soldiers hobbies
- ▢ 1st Line Leader Engagement
- ▢ **Dress and pack appropriately for conditions**
- ▢ Cold Weather Injury Prevention Training
- ▢ Clothing condition inspection
- ▢ Buddy System
- ▢ Warming facilities, Work Cycling
- ▢ Driver & Crew Preparation
- ▢ Mission Risk Management
- ▢ **Utilize MANSCEN CWIP Best Practices**

AMV Operations

POTENTIAL RISKS

- ▣ Aggression
 - ✓ Speeding
 - ✓ Fatigue
- ▣ Substance Abuse
 - ✓ Alcohol & Drugs While Driving
- ▣ Unsafe Vehicle Operation
 - ✓ Vehicle Not Road Worthy
 - ✓ Driver Proficiency
 - ✓ Failure to use Seatbelts
- ▣ Rollovers

CONTRIBUTING FACTORS

- ▣ Post Deployment Risk Acceptance Threshold too High
- ▣ Fatigue: Acute and Chronic
- ▣ Soft Shoulders
- ▣ Traffic Volume, Impatient
- ▣ Weather and Shortened Daylight Hours

CONTROLS

- ▣ Leader Engagement
- ▣ Wheeled Vehicle Accident Avoidance Training
- ▣ Rollover Drills, Seatbelts, Cargo Secure
- ▣ Train First-Line Leaders
 - ✓ Leaders/Commanders Safety Course
- ▣ Know Before You Go
 - ✓ Weather
 - ✓ Road Conditions
- ▣ Driver licensing
- ▣ Mission Risk Assessment
- ▣ Have Patience

Deployment/Redeployment Operations

POTENTIAL RISKS

- ▢ Cold In
- ▢ Weather
- ▢ At Risk Behavior
- ▢ Activities conducted in remote areas
- ▢ Risk Management Challenges
- ▢ Heavy equipment in confined spaces with personnel present
- ▢ Unfamiliar with railhead, or other operations and hazards

CONTRIBUTING FACTORS

- ▢ Integration of New Leaders, Safety Officers
- ▢ High OPTEMPO
- ▢ Cold, precipitation and slippery surfaces
- ▢ Reduced Hours of Daylight
- ▢ Fatigue

CONTROLS

- ▢ Minimize convoy operations
- ▢ Railhead training
- ▢ 1st Line Leader Engagement
 - ✓ Off-post/off-duty safety
 - ✓ Know your Soldiers hobbies
- ▢ Proactive Command Information Program
- ▢ Disseminate lessons learned
- ▢ Vehicle Preparation
- ▢ Driver & Crew Preparation
- ▢ Cold Weather Injury Prevention Training
- ▢ Risk Management Training Current
- ▢ Improved Safety Communication
- ▢ Prepare personnel for new environment

Suicides

POTENTIAL RISKS

- ▢ Loss of
- ▢ Possible Threat to Family & Acquaintances
- ▢ Humanitarian Considerations
- ▢ Access to Weapons

CONTRIBUTING FACTORS

- ▢
- ▢ **Marital / Relationship Discord**
- ▢ **Post Holiday Depression**
- ▢ Deployment Stress
- ▢ Combat Stress
- ▢ **Financial Pressures / Obligations**
- ▢ Substance Abuse

CONTROLS

- ▢ **Leader Involvement**
 - ✓ Off-post/off-duty safety
- ▢ Effective command communication and suppression of mis-information.
- ▢ Composite Risk Management
- ▢ Train 1st Line Leaders to Identify and Assist At-Risk Soldiers
- ▢ Wellness Programs
- ▢ Chaplain's Programs
- ▢ Mental Health Involvement
- ▢ Weapons and Ammunition Control Procedures
- ▢ Effective Implementation of the Risk Reduction Program (RRP)

Recreation and R&R

POTENTIAL RISKS

- ▣ POV &
- ▣ Traffic Congestion & Construction
- ▣ At Risk Behavior – Decompression/Deflation
- ▣ Activities conducted in remote areas
- ▣ Winter Recreation Activities

CONTRIBUTING FACTORS

- ▣ High OPTEMPO
- ▣ Winter Weather and Road Conditions
- ▣ Reduced Hours of Daylight
- ▣ Fatigue

CONTROLS

- ▣ 1st Line Leader Engagement
 - ▣ Off-post/off-duty safety
- ▣ Pass Control: Early Departure / Late Arrival
- ▣ Proactive Command Information Program
- ▣ Driver and Vehicle Preparation
- ▣ Cold Weather Injury Prevention Training
- ▣ Train/Refresh in Sports
- ▣ Risk Management Training
- ▣ Suicide Prevention
- ▣ Crawl/walk/run approach

Holiday Safety

Presidents Day

POTENTIAL RISKS

- ▮ Conducting activities which have no definable standards or controls.
- ▮ Human Factors
 - ✓ Overconfidence
 - ✓ Complacency to Off-Duty Hazards
 - ✓ **At-Risk Behavior**
- ▮ Celebrations Involving Alcohol
- ▮ **Driving Long Distances**
- ▮ Exposure to high risk activities
- ▮ Fire

CONTRIBUTING FACTORS

- ▮ **No Supervisory Oversight While Off Duty**
- ▮ **Fatigue and Stress**
- ▮ Alcohol & Drugs
- ▮ Extended Driving Distances - Holiday Driving
- ▮ Cold and Inclement Weather
- ▮ Candles and Additional Electrical Requirements

CONTROLS

- ▮ 1st Line Leader Engaged
 - ✓ Off-post/off-duty safety
 - ✓ **Know your Soldiers plans**
- ▮ Pass Control: Early Departure / Late Arrival
- ▮ Aggressive Command Information Program
- ▮ **Organized Trips and Events**
- ▮ Practical Local Alternatives to Driving Under the Influence
- ▮ Sustain Aggressive Driver Risk Management Programs at All Levels
- ▮ Use of Risk Reduction Program (RRP)
- ▮ Enforce Army Substance Abuse Program
- ▮ Buddy System
- ▮ Fire Safety and Extinguisher Training

Anticipation of *Hot Weather*

POTENTIAL RISKS

- ▢ Training
 - ✓ Hot Weather Injury
 - ✓ Dehydration
- ▢ Recreation in Hot Weather
- ▢ Activities conducted in remote areas
- ▢ Spring and Summer Recreation Activities

CONTRIBUTING FACTORS

- ▢ Warm/Hot conditions
- ▢ Increased Daylight Hours
- ▢ Activities Conducted in Remote Areas
- ▢ Fatigue
- ▢ Not Acclimatized for Rigorous Training
- ▢ **High temperatures of Mar-April**

CONTROLS

- ▢ 1st Line Leader Engagement
 - ✓ Off-post/off-duty safety
 - ✓ Know your Soldiers hobbies
- ▢ 1st Line Leader Engagement
- ▢ **Dress and pack appropriately for conditions**
- ▢ Hot Weather Injury Prevention Training
- ▢ Clothing condition inspection
- ▢ Buddy System – Warrior Ethos vs. Safety; “Don’t tough it out”.
- ▢ Cooling facilities, Work Cycling and Ice Sheets,
- ▢ Composite Risk Management
- ▢ Identify Prior Heat Injury
- ▢ **Utilize MANSCEN HWIP Best Practices**

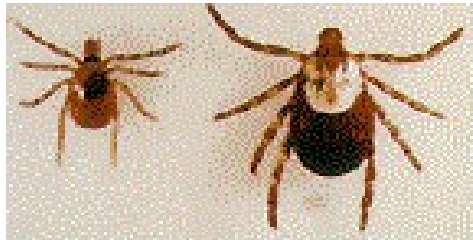
Bugs and Critters



**Brown Recluse
Spider**



**Black Widow
Spider**



**Deer tick & Dog
tick**



Striped Scorpion

Snakes of Missouri



**COPPERHEAD
AD**



**WESTERN PYGMY
RATTLESNAKE**



**COTTONMOUTH
Or
WATER MOCCASIN**



MASSASAUGA RATTLESNAKE



TIMBER RATTLESNAKE

90 Day Media Push

Jan - Mar

Jan 07



Ice & Driving on
Rural Roads

Button up your
kids for winter
weather

Excessive Speed
on Rural Roads

Feb 07



Kitchen Fires

Button up your
kids for winter
weather

Winter's not over

Mar 07

Bugs are
beginning to
come out

Lawnmower
Safety

Motorcycle
Safety

Other topics will be covered in the GUIDON, Safety Channel and the

Safety Website

Safety Channel

Safety Website

Presentations on many
subjects are available
Continued Cold Weather
Injury Training, Winter
Driving, Seatbelts, Suicides,
Drinking & Driving



Open Discussion

MANSCEN

**Command Sergeant
Major**

Closing Remarks